

# Sacramento River Delta Historical Society

## NEWSLETTER

"For what is the present, after all, but a growth out of the past." – Walt Whitman

NEWSLETTER

VOLUME 29, NUMBER 1

JUNE 2009

### President's Notes

Greetings, friends!

Time flies! It's an old cliché, but it's so true. And every month that passes keeps your Sacramento River Delta Historical Society busy *and* in business!

Many of our 200-plus members were at our January General Meeting in spite of (or because of?) the fact that it was inauguration day. In that same spirit, our new slate of officers was installed by our outgoing President, Judy Culbertson. As she stepped into the position of Vice-President, she graciously turned the gavel over to me. Our Recording Secretary will continue to be Phil Pezzaglia, Corresponding Secretary is Esther Koopman, our Treasurer is Mindy Harding. Directors-at-Large, who will remain in office until December, 2010 include Bobbie Collier, C.J. Jensen, Marshall Pylman, Joe Enos, and Jeff Hart. Directors who will serve until the end of 2009 include Terry Alchorn, Doris Pylman, Linda Van Loben Sels, and Tom Herzog. Karen Shanks Vercrease, along with Linda Van Loben Sels are our official "Oral Historians", and our most sincere, ongoing thanks must go to Kathleen Hutchinson who provides the "meat" of this newsletter, and to Becky Wheeler, who continues to publicize our events.

Those of us present at the January meeting were entertained and enlightened by the presentation made by Terry and Jayne Alchorn about their home, the "Sol Runyon House". What treasures (the house and Terry and Jayne)!

In March, Sylvia Sun Minnick spoke about one of her books, "Samfow: The San Joaquin Chinese Legacy". She was a wonderful and engaging speaker, sharing her perspective of the Chinese in the Stockton area, as well as in our little part of the Delta. I, for one, learned a lot!

Our May speaker, Kevin Hecteman's presentation on the Sacramento Southern Railroad, just happens to be the title of his book, as well. Learning about the rail history in our area to and from Sacramento, Freeport, Hood, Locke,

Walnut Grove and Isleton complete with photographs and anecdotes was wonderful.

In between those times, we've had oral histories taken and transcribed; your Board has taken care of "housekeeping" duties (taxes, insurance, etc.), and discussed future goals and activities. I spent a day with Board Member and Vice-President Judy Culbertson at Sacramento County History Day. In her role as Executive Director for the California Foundation for Agriculture in the Classroom, she had the resources to set up an interactive exhibit for kids that pertained to history and agriculture. It was great fun—for adults and kids alike as well as a great opportunity for us to share information about the Sacramento River Delta Historical Society.

Do make sure that you pick up the summer edition of the "Delta Explorer" at an outlet near you! Our own Esther Koopman and Bobbie Collier, loving curators of our Resource Center, were interviewed at length recently for a feature article! Bobbie and Esther themselves are extremely valuable resources and I'm looking forward to seeing them in the spotlight.

*As a side note, please be aware that the Resource Center will not be open during June. Those aforementioned keepers of our treasures will be enjoying some vacation time.*

Thank you for your continued support—if you've got some spare time, please let us know. We've lots of intriguing jobs just begging for your attention.

Until next time, keep on making history!

Deb



37th Annual - July 26, 2009

## TRANSPORTATION

### Part III

#### Ground Travel

By Kathleen Graham Hutchinson

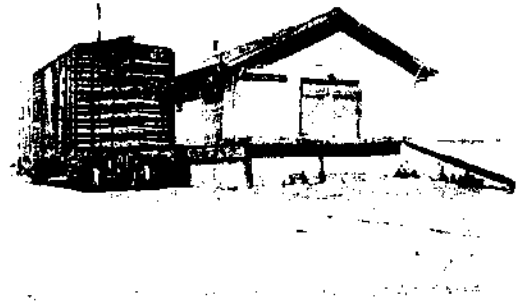
At the beginning of the 20<sup>th</sup> Century, the automobile and train began to emerge as competition to river transport. By the 1890's Southern Pacific Railroad explored a new transcontinental route via the Delta "The Netherlands Route". This route was considered in order to eliminate the costly and time consuming ferry crossing between Point Benicia and Port Costa. One proposed route crossed the Mokelumne River to Stockton and thence via Santa Fe trackage into Oakland; the other proposed route via Antioch and a low-level bridge over western Suisun Bay. To this end the railroad established the subsidiary Sacramento Southern Railroad. By 1909 rails were laid from Freeport to Hood. A truss swing bridge built over Snodgrass Slough allowed the railroad to cross The Meadows into Walnut Grove by 1912. The railroad built spurs at Hood, Locke, and later Vroman's Landing (on the Mokelumne River to service Golden State Cannery.) The spur into Hood was double tracked and the roadbed throughout the line was wide enough to accommodate double track on a mainline, a Harriman era trait of the Southern Pacific. Wharves and warehouses were built at Hood and Locke; a depot (freight, passenger, railway express agency) at Walnut Grove.

With Edward Harriman's death in 1909 the railroad empire was ordered broken into its separate parts of which the Southern Pacific was a part. The new Southern Pacific shelved "The Netherlands Route". In 1928 a low-level bridge was built over western Suisun Bay (Army Point to Suisun Point) taking the historic transcontinental line into the Bay Area as it remains today (Martinez - Benicia).

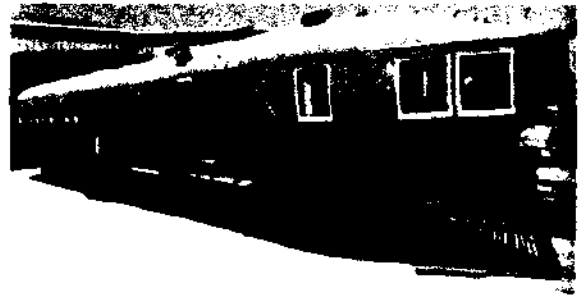
In 1912 the Southern Pacific absorbed the Sacramento Southern Railroad into its network and renamed it the Walnut Grove Branch and in 1929 the road was extended to Isleton crossing Tyler Island to Andrus Island on the well-recognized Scherzer single-leaf bascule drawbridge built in 1925 to span Georgiana Slough, which when not in use was always kept in the raised position. (In 1960 this bridge was lowered a record 177 times.) A freight house

(also used by passengers) was built at Isleton.

Isleton Depot



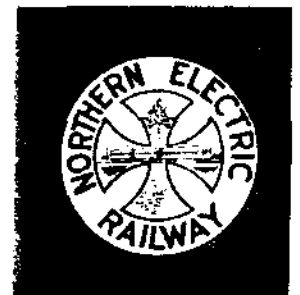
Passenger service used a self-propelled McKeen car which carried both freight and passengers, (One can be seen at the Nevada State Railroad Museum, Carson City - see below.)



For many years from the 1890's until 1910 rumors floated that an interurban line would be built to link Sacramento - Walnut Grove - Stockton.

The Sacramento Northern Railroad entered the upper Delta in 1929 via its Holland Line. The Sacramento Northern was a small regional company which operated north to Marysville, Oroville, Colusa and Chico and south to Rio Vista Junction, Bay Point and through its connection with the Oakland, Antioch and Eastern to the Bay Area. The Holland Line diverged from the mainline at Riverview (south West Sacramento). Its stops were at Central, Greendale, Sorroca, Valdez and Oxford. A spur connected to the Sugar Mill at Clarksburg. The railroad hauled principally sugar beets and grains on the Holland Branch Line.

Sacramento Northern operated an electric interurban passenger service between Sacramento and the Bay Area stopping at Arcade to pick up north Delta passengers at the head of its long trestle across the Yolo By-Pass. It then continued on to either its colonnaded Station in Sacramento at 5<sup>th</sup> and Eye streets or to San Francisco via Rio Vista



Junction, crossing Montezuma Slough on its 1925 swing bridge to Chips Island where the cars were placed on a railroad ferry to cross the mouth of the Sacramento River to Mallards Landing (near Bay Point). The cars then continued on Oakland, Antioch and Eastern trackage through Lafayette to Oakland where there was a through connection to the Key System ferries and later interurban train over the Bay Bridge into San Francisco - (Sacramento to San Francisco in three hours.) The Sacramento passenger service ended in 1941 and freight service in 1952. The line remained open in pieces north of the river. The railroad had previously petitioned the Interstate Commerce Commission to extend its Holland spur from Oxford to Ryde, but was denied on grounds that Ryde was adequately served by the Southern Pacific.

The railroads served as important links between the north Delta and distant markets. The refrigerator car revolutionized California agriculture and enabled, for instance, Delta pears to be the first fresh table fruit of each season in New York City. Celery and asparagus travelled east on the cars and hoppers with sugar beets to mills.



Boxcars carried other produce. By the mid-1930s the railroads revenue began a long decline. First passenger service was discontinued and freight was cut back. Roadbed on peat soil was difficult to maintain and early on a locomotive tumbled off the track at the Isleton depot. The Vroman spur was dropped after World War II. By the 1970's the railroad cut back service to 3 - 4 times a week, fewer than 200 carloads, mainly "pears farm machinery and chlorine." After the 1972 Isleton flood, the railroad discontinued service below Hood. At Hood it served the cold storage plant, but in 1978 it discontinued service to Hood. It razed the depots and sold the warehouses.

Until 1914 automotive travel was rudimentary, at best. In 1857 a public trail/road wound its way along the east bank of the river from Sacramento to Walnut Grove. At Georgiana Slough it became known as the Georgiana Road and in 1870 a public right away was established on the old west riverbank of Andrus and Brannan Islands to Sherman Island. Water crossings had to be made at Georgiana

Slough and Jackson Slough. The sandbar at the mouth of Jackson Slough could be used only at low water. The slough in 1871 was dammed by a landowner eliminating the water crossing. At Georgiana Slough a ferry was used. The third water crossing was over Three-mile Slough. Otherwise trails followed the high ridge of natural levees. John "Brown" remembered only foot paths at the bottom outside of the low levees when he was a lad. In the 1850s during dry months, an early road connected Hood to Franklin. There was very little road development on the west bank. Continuity and quality of levee roads on the west bank lagged until 1894/1900, where the west bank was virtually the last to be restored after floods.

## The First Horseless Carriage

(The River News, May 17, 1901)

E. M. Chase is envied by most of our citizens as he has the only horseless carriage in town and the daily trips attract the attention of everyone. The machine he has is called a "Trimoter" and is a neat looking one seated rig. As our streets and roads are hilly the machine will be given a thorough test that will be a guarantee of its good qualities and stability anywhere and for any purpose.

County and State assumption of road maintenance was very modest until 1900. The early roadbeds were sand covered with clay and finished with straw or tule. In 1910 and 1916 the voters ratified laws passed by the State Legislature to develop and fund a statewide highway system. Popularity of the auto enhanced economic growth. Deltans formed the Sacramento River Good Roads Association. In 1916, 39 miles of asphalt covered

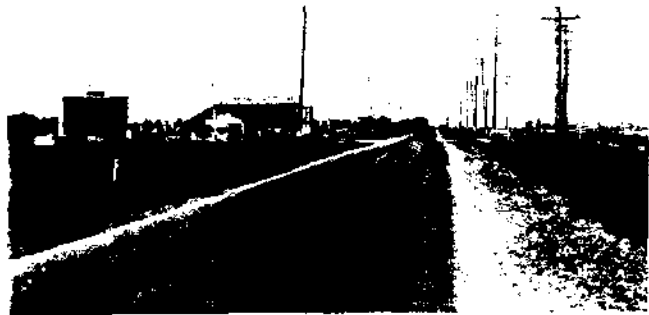
concrete paved the road from Freeport to beyond Isleton via Hood, Courtland, and Grand Island. It was later continued along the rim of Brannan Island to opposite Rio Vista where after a river crossing on the "Old River" Ferry (and after 1917 the bridge) a paved road led to Fairfield and Vallejo.

By the 1920s autos were making serious inroads on water travel, both passenger and freight. After 1914 the Sacramento River levees were heightened and strengthened and became strong enough and broad enough to support autos and trucks.

The two principal Delta crossroads were from Walnut Grove to Thornton or Galt (New Hope) via New Hope Landing on the North Fork of the Mokelumne River. It was also the favored route to Lodi and Stockton. This route, as noted, crossed the North Fork and also the South Fork of the Mokelumne River until 1877. The road also crossed the mouth of Tyler Slough until it was filled in. The other east-west route was the Hood-Franklin Road which, as noted, was subject to seasonal flooding. Isleton was instrumental in promoting the Antioch Bridge and the

road (later Highway 12) crossing the Mokelumne River (by ferry) and Brannan and Bouldin Islands to Lodi in 1926. The Antioch crossing was briefly unique until the 1924 opening of the Carquinez, San Mateo and Dumbarton Bridges.

During the 1920s a "Victory Highway" was designated through lobbying efforts to memorialize the American forces that lost their lives in World War I. It was a transcontinental route from New York City via Topeka, Kansas to San Francisco. It followed the old route of U.S. 40 to Sacramento and to the delight of Deltans, it left U.S. 40 to follow the Sacramento River to the Bay Area. From 1928 - 1963 it was known as State Route 24 and from 1963 to present as State Route 160.



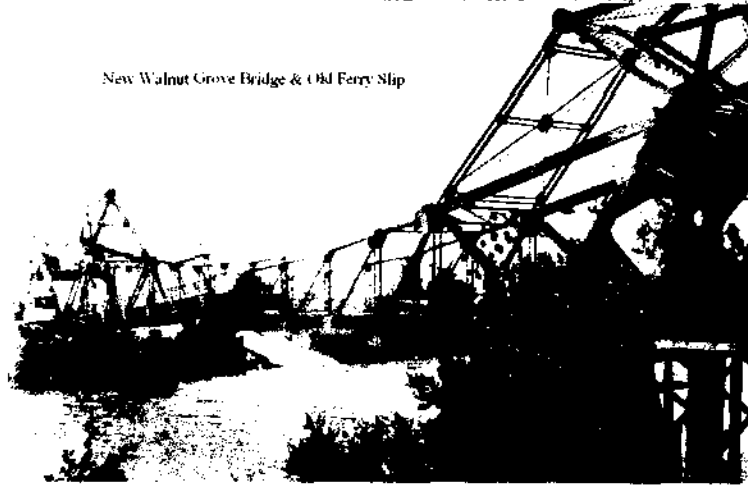
*Whenidents of a transcontinental "Victory Highway," began, through the towns of the lower Sacramento River on its way to San Francisco, would offer improved connectivity to the area, as well as spur local economic development. Success on this project was sealed, however, by the opening of all routes to the Bay Area.*

"surface farm to plant service" much more effective. In 1984 a trestle causeway crossed the South Fork of the Mokelumne River at New Hope Landing. In 1901 the first Georgiana Slough Bridge was completed followed by Miller's in 1904 (first), and in 1906 the Grand Island Bridge.

In 1916 the first Walnut Grove Bridge was opened with California Governor Hiram Johnson cutting the ribbon.

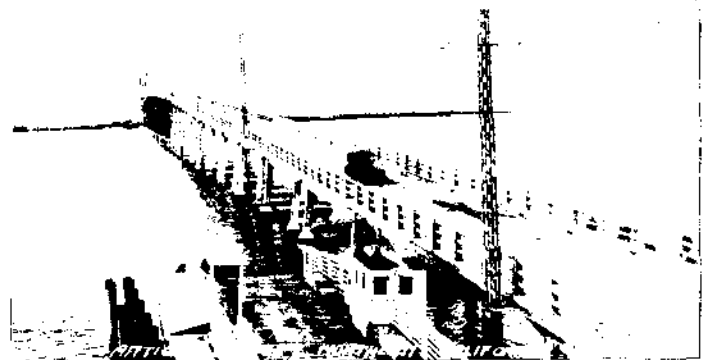


New Walnut Grove Bridge & Old Ferry Slip



Deltans used the Victory Highway to drive to Sacramento, leaving it at Hood to take the Hood-Franklin Road to the Franklin Road (Blvd.), a shorter route. However, until 1904 the road was impassable in winter. This route was favored until at least after World War I. Prior to 1917, Rio Vistas, if they wanted an evening outing to the movies in Sacramento, took the ferry to the Point of Brannan Island and drove the levee road to Hood where they took the Hood-Franklin Road to the Franklin Road into Sacramento. Since the ferry closed at midnight, they would return via Knight's Landing, Yolo County to Dixon and onto Rio Vista. The By-Pass was crossed by an unimproved road during summer called Jake's Road. The first causeway - a wooden trestle structure was built in 1916 onwards.

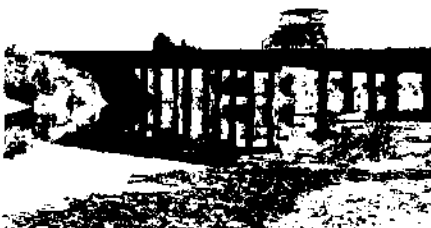
In 1917 the Rio Vista Bridge opened, in 1920 the Paintersville Bridge, 1923 the Isleton Bridge, 1922 the Steamboat Slough Bridge, and in 1926 the Antioch Bridge



In January 1926, the Antioch Bridge (above), described as the "Gateway to the Netherlands of America" was completed, becoming the first toll bridge in San Francisco Bay

which was built privately with subscriptions and was a toll bridge. Rio Vista, Isleton, Paintersville and Steamboat Bridges were designed by Strauss (of Chicago) and were double leaf bascule counter-weight bridges. (Strauss also designed the Golden Gate Bridge.) In the 1930/33 the Orphan Bridge crossed Snodgrass Slough and later hooked onto the Twin Cities Road. In 1930 the Freeport Bridge

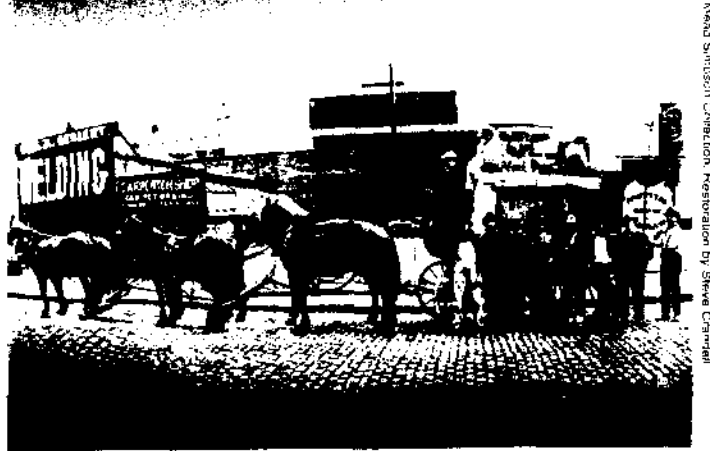
First ferries and then bridges and causeways knit the road system together. The bridges were truss, swing, bascule, counter-weight and pontoon. Causeways were wooden trestle. The bridges made



was manufactured in San Francisco and installed. In 1937 the old Grand Island Bridge was reassembled to span Three-Mile Slough. Sutter Slough (Sutter to Merritt Islands) was spanned in 1939. In the 1940s followed "Eddie's Bridge" over Georgiana Slough (Tyler to Andrus Islands) and the first bridge carrying Highway 12 over the Mokelumne River. Wooden causeways or pontoon bridges carried lightly traveled roads over smaller sloughs.

In the 1940s the State and Counties assumed maintenance of the roads but land owners were still responsible for the levees. The State or Counties received an easement from the landowner. No longer must one drive 12 mph as in 1914.

Long before automobiles there were horse drawn stages which were always in high demand. By 1877 Walnut Grove was connected to Sacramento by an intermittent stage schedule and, in 1894, a stage ran briefly from Walnut Grove to Isleton. In 1899 a stage ran to the Southern Pacific railroad station in Lodi via New Hope Landing, Thornton and Woodbridge and in 1904 ran directly from Walnut Grove to Lodi. The Courtland Stage



Teamsters, stages, riverboats, and eventually the railroad were always in high demand. There were dozens of stage lines traveling all over Northern California. This 1880s photo is of the Courtland Stage Line.

Line was running to Sacramento in the 1880s. Ed Bryan and his brother, both of Isleton, operated a stage on the river route to Sacramento. Ed was on the box when the stage was famously held up by robbers near Rosebud Farm. Martin Juhl and "Jitney" Joe Tolman also operated stages but it is unknown whether horse or motor.

In 1912 there was a motor stage between Walnut Grove and Hood, by 1913 between Isleton and Sacramento, three by 1913 between Isleton/Walnut Grove and Sacramento and by 1915 Courtland and Hood. By 1916 wildcat (unregulated) stages were common. These were mostly favored by Japanese or Chinese laborers. The wildcat stages usually ran to the

Bay Area returning with passengers and Asian merchandise. One of these wildcat stages was driven by Chauncey Chew of Courtland. On one of his runs his stage tumbled into the Russell Graham front garden. It was recalled that there was lots of excited Chinese and it was surmised that perhaps Chauncey was carrying some contraband cargo. By 1920 all these stages were cutting into the McKean car revenue of the Walnut Grove Branch Line railroad.

San Phase 1200      Random Phase 1200

**CHAUNCEY L. CHEW**

Dude &

Dry Goods, Notions, Hardware  
Groceries, Auto Supply

U. S. TIRES and TUBES      Goodrich TIRES and TUBES

COURTLAND, CALIF.      SACRAMENTO, CALIF.

In 1925 Rio Vista Transit Company advertised motor stage service between Isleton, Rio Vista and Rio Vista Junction. Operated by M. L. Isham, the service featured two classic white vehicles designed by Bowman's of Sacramento - apparently Packard bodies on White Trucks. Gibson Lines also was operating in the Delta by 1925 and did so into the late '40s to early '50s. Nicknamed "The Stage" it advertised two hour round trips daily between

Head Screenshot Caption, Restoration by Steve Carroll

**GIBSON LINES BUS SCHEDULES**

**AGENCIES**

ANTIOCH      Auto Inn, 814 A St., Phone 672  
HOOD      Digg's Pharmacy, B St., Phone 17-W  
CHICO      Yellow Cab Co., 315 State St., Phone 187  
ELISE GROVE      Pacific Investment, 1500 Elm St.  
FISHER PARK      State Farm, 1616, 16 & 38 St., Phone 8912  
DUBLIAN      Fairbank Druggist, 1126, 79-C, Phone 14-W  
FAIRFIELD      Dryland Dr., Texas & Jefferson, Phone 127  
GROVEVILLE      Colby Service Station, Phone Courtland 313  
GROVEVILLE      Knappe Store, 1421 and Broadway, Phone 313  
HOOD      Head Store, Phone Courtland 3147  
ISLETON      Systems & Co., 22 State St., Phone 2-111  
ISLETON      George's, 15, 15, 100 St., Phone 4-11  
LIVE OAK      Selena's Grocery Station, Phone 26-1  
MARTINSVILLE      Calum Bus Depot, 421 4th St., Phone 1-2  
OAKLAND      East Delta Dr. Dep., 1200 Telegraph St., Phone 5-2000  
OROVILLE      Shalom Union Dep., 1200 Telegraph St., Phone 5-2  
PITTSBURG      Mission Church, 124 32, 100 St., Phone 2-1  
PITTSBURG      Grocery & P.O., High, 29, 3 & Main St., 1-115  
RIO VISTA      Wheeler's, 113 Main St., Phone 6-1  
ROSEVILLE      Calum Fountain, 701 Yerman St., Phone 6-1  
RYDE      Upta Hotel, Phone Station Grove 3-112  
SACRAMENTO      1117 Eye Street, Phone 3-7411  
SAN FRANCISCO      Main St. Bus Dep., 44 4th St., Phone 3-1211  
STOCKTON      Santa Fe Bus Dep., 269 N. Cal St., 1-1-1-1  
THORNTON      Duke Cafe, 104 N. Main St.  
WALNUT GROVE      Duke Cafe, P.O. Box 438, Phone 2-101  
WILKLAND      Hotel Carter, 416 & H St., Phone 27-W

General Office: 401 N. 16th St., Sacramento

CORRECTED TO NOVEMBER 16, 1918

**GIBSON LINES**  
Sacramento—Courtland—Walnut Grove—Isleton—Rio Vista  
Antioch—Pittsburg—Oakland—San Francisco

LSS	READ DOWN							STATIONS	HEAD UP						
	Mo	Tu	We	Th	Fri	Sat	Sun		Mo	Tu	We	Th	Fri	Sat	Sun
7:30	8:15	9:00	9:45	10:30	11:15	12:00	12:45	Sacramento	8:00	8:45	9:30	10:15	11:00	11:45	12:30
8:00	8:45	9:30	10:15	11:00	11:45	12:30	1:15	Walnut Grove	8:30	9:15	10:00	10:45	11:30	12:15	
8:30	9:15	10:00	10:45	11:30	12:15	1:00	1:45	Isleton	9:00	9:45	10:30	11:15	12:00	12:45	
9:00	9:45	10:30	11:15	12:00	12:45	1:30	2:15	Stockton	9:30	10:15	11:00	11:45	12:30	1:15	
9:30	10:15	11:00	11:45	12:30	1:15	2:00	2:45	Antioch	10:00	10:45	11:30	12:15	1:00	1:45	
10:00	10:45	11:30	12:15	1:00	1:45	2:30	3:15	Pittsburg	10:30	11:15	12:00	12:45	1:30	2:15	
10:30	11:15	12:00	12:45	1:30	2:15	3:00	3:45	Oakland	11:00	11:45	12:30	1:15	2:00	2:45	
11:00	11:45	12:30	1:15	2:00	2:45	3:30	4:15	San Francisco	11:30	12:15	1:00	1:45	2:30	3:15	

1. Stage up against SAT - San Francisco - SAN - Stockton - FSB - Ft. Bidwell - Hood  
2. The above mentioned schedule will operate via various routes and connections. For complete information see the schedule and connections.  
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Sacramento and Walnut Grove via Thornton. It also advertised trips: Antioch to Rio Vista via the Sherman Island Ferry; Walnut Grove to Stockton; Rio Vista to Suisun; Sacramento to Rio Vista and all intervening points. The bus stop in Walnut Grove, for instance, was at the pharmacy which at that time occupied the building which today houses a pizza parlor. Union Depot at 5<sup>th</sup> and J streets was the Sacramento terminus. The Rio Vista Auto Stage Association established in 1919 covered Delta destinations: In 1923 Walnut Grove – Lodi-Stockton and the 1926 inaugurated service to Antioch Crossing. And, there were lesser carriers operating throughout the times. Eventually, Greyhound Bus Lines stopped at the principal Delta towns.

Cars became an equally important mode of transport from World War I onwards. Many early dealerships were established. In Rio Vista, Kerner Motor Company offered Ford and Lincoln. Roy Ish Motor Company succeeded Kerner after he left town under unsavory circumstances. Wallace offered Ford and Mercury. In 1925 Martin Johnson offered Chevrolet in Isleton and Rio Vista and Dunn & Bonetti offered Dodge in Isleton and Rio Vista. In Walnut Grove Jack Veteran first sold Ford and Lincoln under the auspices of Walnut Grove Motor Company and Studebaker after 1926. C.J. Picard offered the Star motor car - "Tomorrow's Car Today". Kerner also had a branch dealership in Walnut Grove. Jack Molino and later C. L. Hughson sold Chevrolet in Walnut Grove. Mr. Marsh followed by Frank Judy who was succeeded by Fran Awalt and then Bob Coates sold Ford/Mercury. The Bob McCleary Chevrolet dealership in Clarksburg existed from 1935. Cleeves' was another Clarksburg dealership.

As to freight, teamsters were always in demand both before the advent, but especially after the advent of autos. By 1930 trucking had eclipsed the river freighters and shortly thereafter the Southern Pacific and the Santa Fe ceased river operations. Early trucking companies were contract haulers - L.C. McCall in Walnut Grove, J.M. Buckley & Son in Paintersville, Thor Kofod Trucking (1924), Souza Trucking (1922). Gibson subsidiary River Auto Stage Freight Trucks offered haulage "will haul anything". Sacramento to Rio Vista, six days a week (excluding Sunday.) and was head-quartered at the Union Truck Depot, 501 Eye Street, Sacramento.

Trucks were sold by dealers in the area. White trucks perhaps by Murray L. Isham, Fordson by Wallace Ford Sales, Graham Brothers Trucks by Dunn & Bonetti in Isleton and likely others - REO was a popular truck named for R.E. Olds (Oldsmobile), its maker.

Schools began using motorized buses by 1930. Before motorization, school wagons both open and closed were horse drawn.

Good roads also brought visitors deep into the area. City dwellers loved to take drives "down the river" to admire the homes and farms along the way and the grand oaks, beautiful sycamores, walnuts and cottonwoods festooned with grape vines and climbing roses which sometimes nearly obscured the river.

### Sources

*Images of America: The California Delta* by Carol A. Jensen, Hal Schell Archives, East Contra Costa Historical Society

*Sacramento Northern*

*The Golden Corridor- 19<sup>th</sup> Century California from San Francisco to Lake Tahoe.*

*River and Water*

*Looking back IV – Tales of Steamboats & Other Vessels on Western Waterways.*

*The Pacific Historian – Vol. 25, No. 1*

*California History Vol. LIX No. 2*

*Port of Sacramento "Seaways" Vol. 5*

*California Drawbridges 1853 – 1995*

*The River News Herald 1965, 75<sup>th</sup> Anniversary Edition*

*Recollections: William H. Barry*

*Recollections: Russell G. Graham, Jr.*

*Recollections: Julius S. Brown*

### WELCOME NEW MEMBERS FOR 2009

Michael Burror from Courtland  
 Karen Coffee from Courtland  
 Cullen Family from Walnut Grove  
 Dennis Fong from Vallejo  
 Don Hutchinson from Granite Bay  
 Jim Luttig from Sacramento  
 Laurie Prescott from San Francisco  
 Joan Sloan from Sacramento  
 John Stutz & Lyn Emery from Walnut Grove  
 Ken White from Roseville

Also, **THANKS** to all those who have renewed their memberships for 2009!

**RESOURCE CENTER NEWS**

.. We are still looking for old editions of the “Delta Current” or old Phone Directories of the Delta. Do you have any you would like to donate to the Center? We would like to add to our collection.

.. New resource additions:

Archive #	Donor Name
2009-001	Walnut Grove Community Park Patron
2009-002	Zayas, Verda – Profiles in Education 1987

Thank you for your donation! We are recording each item in our data base – many collections are done, but many still need to be entered. **Would you like to help?** We work almost every Tuesday from 10:00 a.m. to 1:00 p.m. and need people to enter data (it’s already handwritten and just needs to be typed.) Please call Bobbie at 777-6792 or Esther at 777-2227 to make sure we will be there and join us. Resource Center will be closed for the month of June.

**SRDHS 2009 SCHEDULE**

July/August.....	Summer Break
September 15.....	General Meeting
October 20.....	Board Meeting
November 17.....	General Meeting
December.....	Board Meeting
	December Newsletter
January 19, 2010.....	Annual Potluck

**INFORMATION**

Sacramento River Delta Historical Society web site is [srdhs.org](http://srdhs.org). Please view and enjoy the information. If you wish to email the resource center, the email address is [srdhs@riverdeltawireless.com](mailto:srdhs@riverdeltawireless.com).

**MEMORIAL CONTRIBUTIONS**

We would like to thank all those who made memorial contributions to the Sacramento River Delta Historical Society.

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**DO YOU WANT TO CONTINUE TO RECEIVE THIS GREAT PUBLICATION???**

*Then make sure you pay your 2009 dues –  
Use this form or one of our handy dues envelopes*

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City, State, Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 E-Mail: \_\_\_\_\_

- I’m paying Annual dues for the following year(s):
  - 2009                       Other \_\_\_\_\_
  - \$25.00 a year for Annual Membership
- I’ve enclosed \$150 to become a Lifetime Member
- I’d like to register as an Honorary Member – Free to those members 80 years and older

Please mail this form with a check payable to SRDHS to:

SRDHS Membership  
 P.O. Box 293, Walnut Grove, CA 95690

**Jim Dahlberg** was honored by the Sacramento County Historical society on March 24, 2009 when his “very colorful presentation on historical crate labels art” was featured.



**NEWSLETTER STAFF**

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\*The Sacramento River Delta Historical Society publishes the Sacramento River Delta Society Newsletter twice a year.